secured to a first end 19 of outer race 20. Grease cap 32 may also have a means for venting in order to minimize pressure fluctuations due to expansion and contraction of enclosed air space during operation of the constant velocity universal joint 38. The means for venting is generally a hole in the center dome of grease cap 32. Also illustrated is an adaptor member 34 mounted to the first end 19 of outer race 20. Adaptor member 34 includes a splined bore 36 distal the constant velocity universal joint 18. Splined bore 36 serves to couple propeller shaft 12 and constant velocity universal joint 18 to another vehicle component, such as a transmission or transfer case (not shown). The transmission or transfer case would therefore include a splined shaft which is received within the splined bore 36 of adaptor member 34, so that the transmission or transfer case may provide a power transfer to propeller shaft 12.

At page 11, line 20 - -

In one embodiment, the size of cut-outs 60 and apertures 62 are between 35% to 70% of crimping lip 51 thickness. Of course, it is contemplated that cut-outs 60 and apertures 62 may have a size and/or shape as is deemed appropriate and necessary in order to achieve the desired crimping properties according to the objects of the present invention. It is further contemplated that the cut-outs 60 and apertures 62 may be molded or otherwise formed into boots 38, 38', respectively.

Objection to Disclosure

Applicant has deleted "disposed around grease cap "32" from page. Applicant has further replaced reference numerals "58" and "60" with "60" and "62" respectfully, at page 11. Applicant respectfully requests that the objection to the disclosure be withdrawn.

Objection to Claim 8

Applicant has amended Claim 8 by adding "a" to line 12 as suggested by the Examiner. Applicant respectfully requests that the objection to Claim 8 be withdrawn.